PROPOSED

1956 - 1957

CONSTRUCTION PROGRAM

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STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

October 11
19 56

Hon. Robert B. Meyner, Governor,
State House,
Trenton, New Jersey.

Dear Governor:

With this letter I am submitting the statement of available highway funds and their recommended utilization for the fiscal year 1956-1957. The breakdown of state funds, it will be noted, includes a portion of the Port Authority contributions for projects in Bergen County.

This program reflects a total expenditure of $58,120,385 for Engineering, Right of Way acquisition and construction. Despite this year's application of Port Authority funds toward the Bergen Expressway, we fall short of matching regular Federal Aid by over one million dollars. Interstate Funds are matched but we may be somewhat optimistic in anticipating clearance on the Bergen Expressway early enough to permit worthwhile accomplishment.

Where we are reasonably certain of the Interstate Route which will be under construction, we have pin-pointed the location. Re: The remainder of the Interstate Funds, we have purposely avoided commitments enabling us to take advantage of the first plans to be completed.

In order to stretch State Funds as far as possible we are applying the 60-40 Federal Funds to the Bergen Expressway. In this way the 40% to be supplied will come from Port Authority contribution.

The program as outlined contains very little, if any, free money for Non-Federal projects. Its contents emphasizes our stand that without the proper State Funds we can neither match Federal Funds nor construct the projects that are not on the eligible list for Federal participation.

It will be a privilege to review our recommended program with you. We are, as you are well aware, anxious to get our entire program going forward promptly.

Dwight R. G. Palmer
Commissioner

STATEMENT OF AVAILABLE FUNDS

1956-1957 CONSTRUCTION PROGRAM

STATE FUNDS

July 1, 1956 Appropriation	$20,000,000
Port of New York Authority Contribution	4,514,426
Gross State Funds	24,514,426
State Funds Committed since August 1, 1956	4,170,062
	20,344,364
Projects previously approved but not constructed	1,800,000
	18,544,364
Interstate Requirement	6,948,135
Available for Regular Projects	$11,596,229

FEDERAL FUNDS AVAILABLE

Regular Federal Aid	$14,789,900
Federal Aid Committed since August 1, 1956	2,588,900
Regular Federal Aid Funds Available *	$12,201,000
Interstate Federal Funds (60-40)	$6,771,639
Interstate Federal Funds (90-10)	21,903,382
Total Federal Aid Interstate Funds	$28,675,021

	Total Regular Projects	Interstate Projects
State	$11,596,229	$6,948,135
* Federal	10,901,000	28,675,021
	$22,497,229	$35,623,156

PROGRAM TOTAL

Regular Projects	$22,497,229
Interstate Projects	35,623,156
	$58,120,385

* Of $12,201,000 available Federal Funds only $10,901,000 possible of matching.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Planning and Traffic

PROPOSED 1956-1957 CONSTRUCTION PROGRAM

August 31, 1956
Revised October 1, 1956

ITEM	ROUTE 1953	DESCRIPTION	COUNTY	ESTIMATED FEDERAL AID	ESTIMATED STATE	ESTIMATED TOTAL	ITEM
1	42 Fr.	Camden Improvements	Camden	$2,075,000	$2,075,000	$4,150,000	1
2	U.S. 206	Columbus to Chambers Corner	Burlington	600,000	700,000	1,300,000	2
3	69	Bull Run Road to Pennington	Mercer	250,000	250,000	500,000	3
4	21	William Street to Roosevelt Avenue	Essex	3,750,000	3,750,000	7,500,000	4
5	72	Manahawkin Bridge Superstructure	Ocean	1,658,000	1,658,128	3,316,128	5
7	208	Fair Lawn to Hawthorne - Bridges	Bergen & Passaic	750,000	750,000	1,500,000	7
8		* Miscellaneous	Statewide	743,000	1,308,101	2,051,101	8
10 Kramer		East-West Freeway (Advance R.O.W.)	Essex	750,000	750,000	1,500,000	10
11		Joint Federal Project		325,000	355,000	680,000	11
		Interstate Routes-Engr., Constr. & R.O.W.					
12	U.S. 22	Clinton By-pass Construction 90-10	Hunterdon	3,375,000	375,000	3,750,000	12
12A	42 Fr.	Route 130 to Route 60 Paving 90-10	Camden	765,000	85,000	850,000	12A
13	Various Routes	Engineering, R.O.W. & Construction 90-10		17,763,382	1,973,709	19,737,091	13
14	U.S. 46	Fort Lee to Passaic River - 60-40 R.O.W.	Bergen	6,771,639	** 4,514,426	11,286,065	14
		TOTAL PROJECTS		$39,576,021	$18,544,364	$58,120,385	
		TOTAL REGULAR PROJECTS		$19,901,000	$11,596,229	$22,497,229	
		TOTAL INTERSTATE PROJECTS		$28,675,021	$ 6,948,135	$35,623,156	

* Includes Creeper Lanes, Barriers, etc.

** Contribution by Port of New York Authority

Submitted by _____
Assistant Supervising Engineer

Approved _____
State Highway Commissioner

Recommended for Approval _____
Director & Chief Engineer
Planning & Research

XPS&E

Approved _____
Governor

Recommended for Approval _____
State Highway Engineer

NOTE: To be constructed if more funds become available.

6	U.S. 40	Route 48 to Deepwater	Salem	$450,000	$550,000	$1,000,000	6
9	33	Garden State Parkway to Route 35	Monmouth	425,000	425,000	850,000	9

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NEW JERSEY
STATE HIGHWAY DEPT
PROPOSED
1956 - 57 CONST. PROGRAM

LEGEND

1953 ROUTE NUMBERS	(27) (322)
OPERATING STATE HIGHWAYS	———
ROUTES UNDER CONSTRUCTION	- - - -
PROPOSED ROUTES	= = = =
CONNECTING ROADS	———

OPERATING STATE HIGHWAYS
STATE OF
NEW JERSEY

NEW JERSEY STATE HIGHWAY DEPARTMENT
BUREAU OF PLANNING AND TRAFFIC
IN COOPERATION WITH THE
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SEPT. 1954

CAMDEN AREA IMPROVEMENTS - $4,150,000.00

The inclusion of this project contemplates the completion of the paving of the Camden North-South Freeway from Interstate Route 676 to a connection with Route 42 in the Blackwood area. In this improvement is included an overpass of the Blenheim Branch of the Pennsylvania-Reading Seashore Lines.

Work beyond the Black Horse Pike is held in abeyance since the legislation making the portion between the Black Horse Pike and Turnersville a Freeway has not been passed by the Legislature.

Under previous contracts the Route has been graded, drainage installed for its entire length and the paving contract is now underway for the pavement from Morgan Boulevard in Camden to Route 130.

We anticipate the completion of the work let under former contracts by the date of the bridge opening.

Camden County

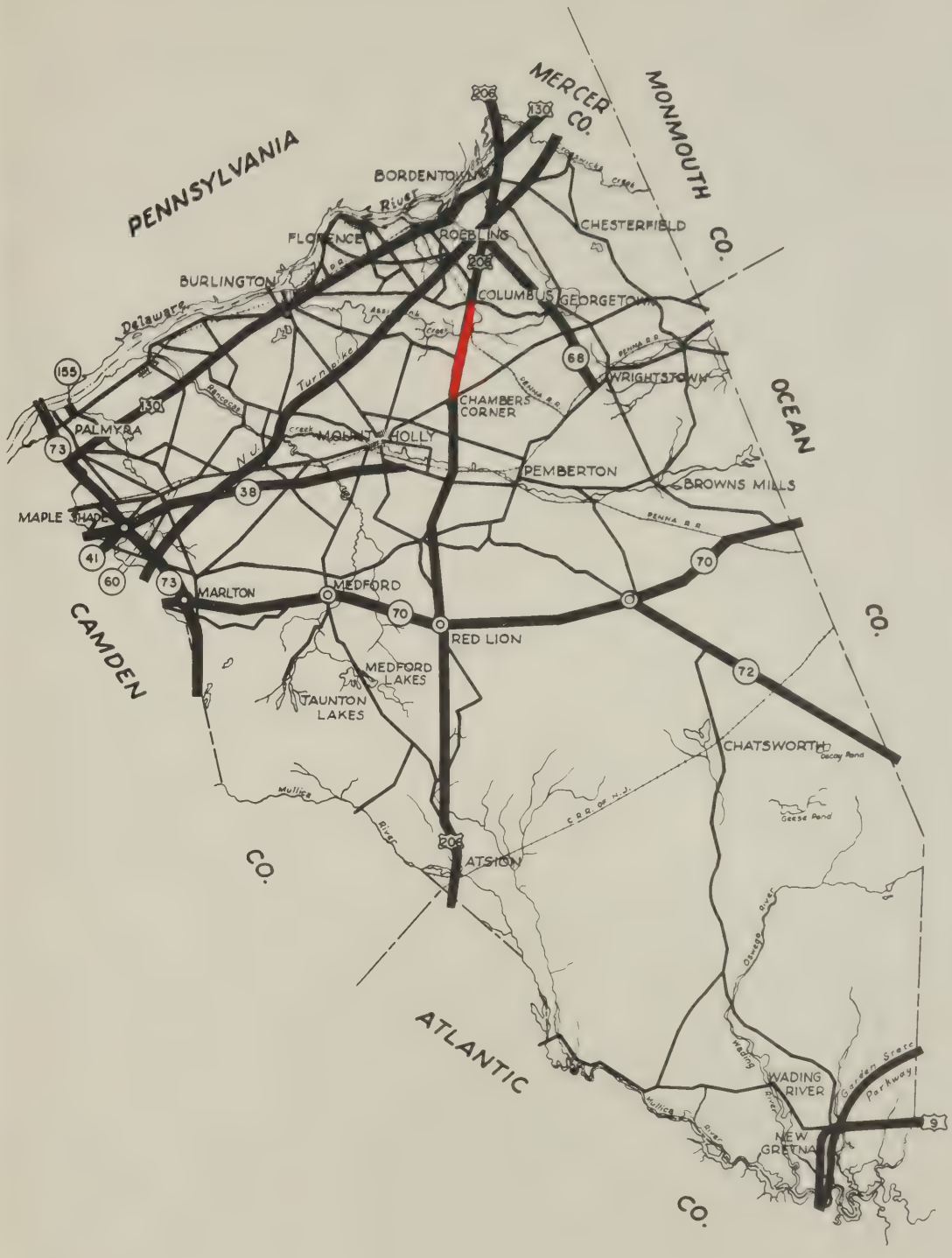
MARCH 1955

ROUTE 206 - COLUMBUS TO CHAMBERS CORNER - $1,300,000.00

Under present contract Route 206 is being improved from Mansfield Square to Columbus.

The project included in this Program contemplates a continuation of this work from Columbus to Chambers Corner, a particularly bad section of the Route.

The improvement will be contained within the existing right of way and will consist of a re-grading and widening to four adequate lanes with shoulders to provide for increasing traffic.



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Burlington County

MARCH 1955

ROUTE 69 - BULL RUN ROAD TO PENNINGTON - $500,000.00

This project is the final stage of the improvement now under contract beginning at Parkway Avenue in Trenton and extending to Bull Run Road in Ewing Township.

The existing road consists of two lanes of concrete pavement off-set from the center line because of the former existence of a trolley right of way.

Under a very early agreement with Mercer County the State Highway Department had agreed that before relocation of the Route the pavement would be widened from Pennington to Trenton. The Department has avoided this obligation through the years until traffic volumes have now reached a point wherein the existing two lanes are insufficient to adequately care for the traffic.

The improvement from Bull Run Road to Pennington provides for an ultimate roadway 46 feet between curbs. The widening adjacent to the concrete consists of the addition of sub-base, macadam base and a bituminous concrete top course, which will also be carried over the existing concrete pavement providing an entire roadway of the same type of surface.

3

Mercer County

MARCH 1955

ROUTE 21 - Williams Street to Roosevelt Avenue - $7,500,000.00

This project provides for the extension of Route 21 northerly toward Route 3 from William Street in Newark south of Rutgers Street to a point roughly between Rutgers Street and State Highway Route 3.

It provides for overpassing County roads leading to bridges across the Passaic River and consists of a six lane highway, with shoulders, paralleling the River and immediately west thereof. It is an improvement which when ultimately carried to Route 3 will provide a very great relief to the traffic conditions both in Belleville and Nutley, as well as to some extent to Ridge Road on the easterly side of the Passaic River.

The funds included will provide for a completed highway for its entire length and a temporary connection to an existing local road which now parallels the Passaic River and which lies to the west of our new highway.

4

Essex County

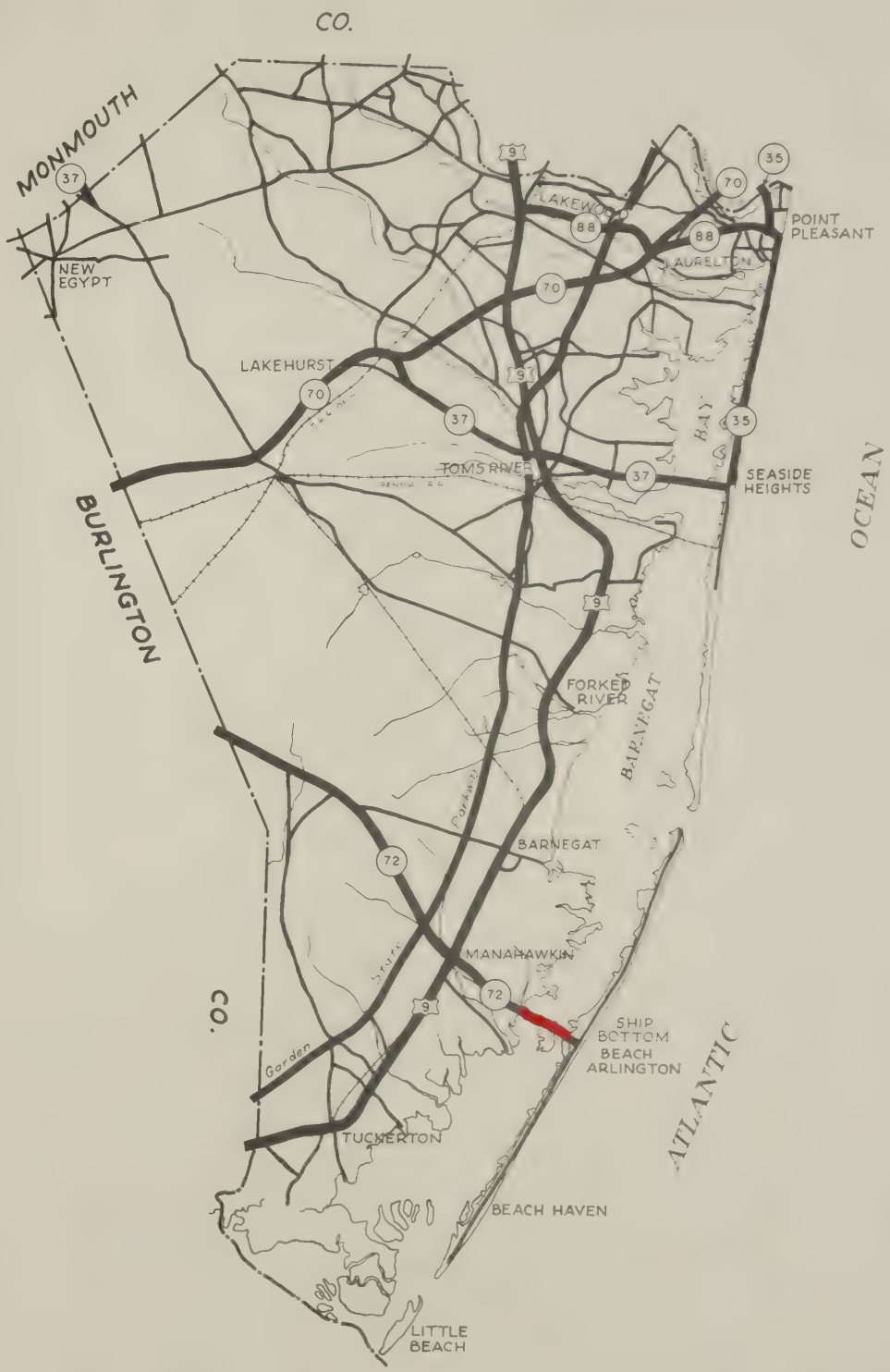
MARCH 1955

ROUTE 72 - MANAHAWKIN BAY BRIDGE SUPERSTRUCTURE - $3,316,128.00

Under a previous contract the substructure for this bridge has been contracted for and operations are underway.

Because of the anticipated length of delivery date of steel from time of order we have already advertised and taken bids for the superstructure included in this project. The timing of delivery should be such that at least 12 months will elapse between order date and delivery date of the structural steel.

The original reason for replacing the existing Manahawkin Bay Bridge is the fact that divers had explored the bottom of the Bay around the piers and found that rip tides have scoured out the bottom of the Bay under the structure to a point where some of the piles intended as a support to the existing bridge are actually suspended from the bridge, making the existing structure subject to collapse if conditions surrounding its foundation become worse.



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Ocean County

MARCH 1955

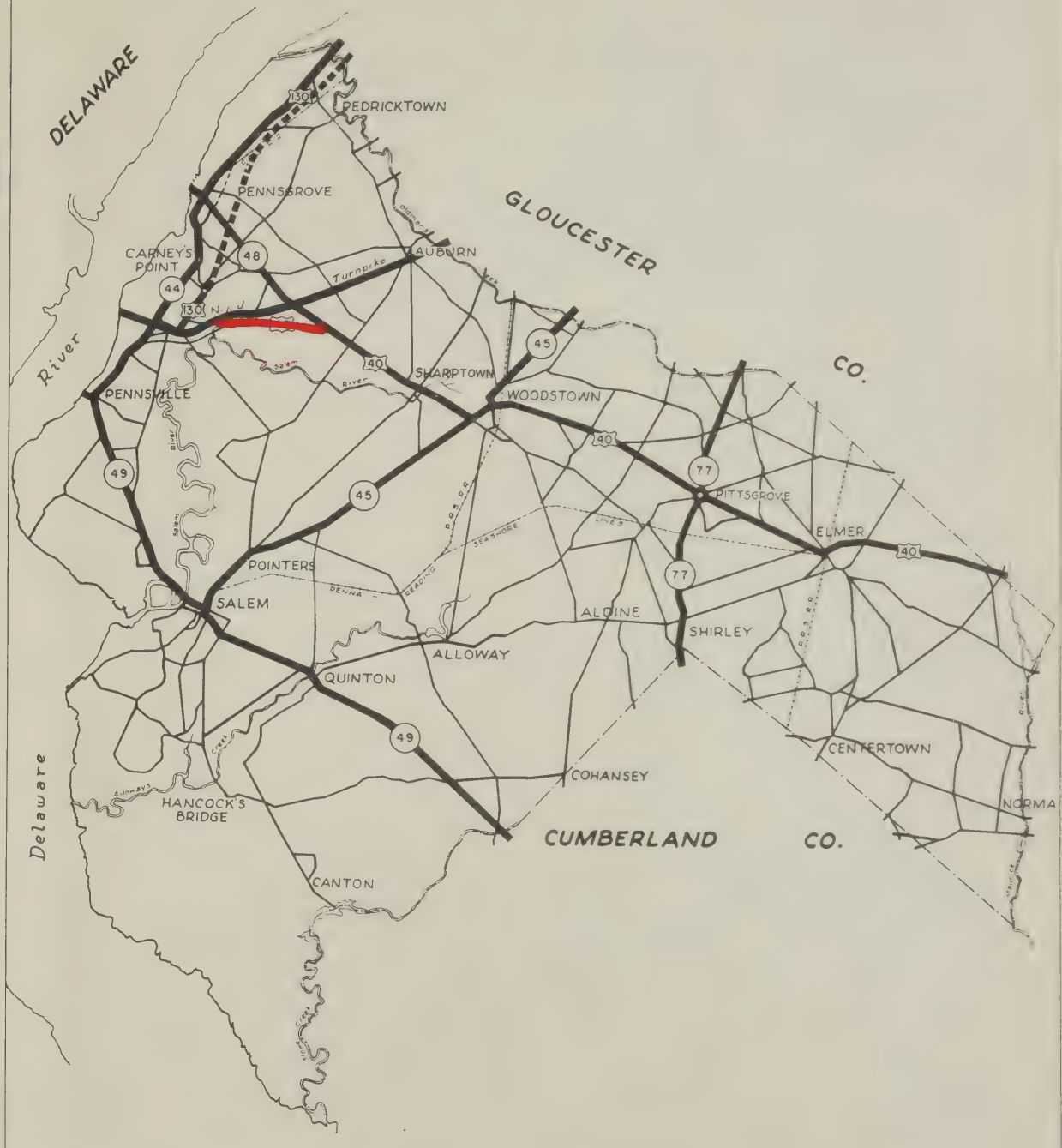
ROUTE U.S. 40 - ROUTE 48 TO DEEPWATER - $1,000,000.00

The construction of the Delaware Memorial Bridge is each year developing a greater amount of traffic desirous of going to and from our eastern shore.

The existing road connecting this bridge with Route 48 is poor in alignment, in condition, and in width. Since the nature of this increasing traffic is one which is of interstate or state type rather than purely local movement, the Highway Department is undertaking this improvement in order to adequately connect State Highway Route 48 with Route 130 and the Delaware Memorial Bridge.

The project will consist of generally adhering to the general alignment of the existing road but relocating at points where the existing alignment is objectionable.

The acquisition of right of way will provide for a width of 150 feet. This width will provide for future dualization of the Route which initially will be constructed as a modern two lane highway, its travel lanes consisting of two 12 foot lanes with breakdown shoulders adjacent thereto.



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Salem County

MARCH 1955

ROUTE 208 - FAIR LAWN TO HAWTHORNE - $1,500,000.00

Under previous contracts we have provided for the construction of bridges over Route 208, along Maple Avenue in Fair Lawn and Lincoln Avenue in Hawthorne. By so doing we felt that we were providing the local communities with a facility at this time which would permit the free flow of local traffic while construction operations were carried out on the Route itself, thereby minimizing any inconvenience to the normal pattern of the local economic life.

This contract now provides for the construction of 4 bridges along the alignment of Route 208. In a near future program the pavement of the highway itself would be provided for, at which time waiting for steel and delay to the project will be avoided.

7

Passaic County

MARCH 1955

7

Bergen County

MARCH 1955

MISCELLANEOUS CONSTRUCTION - $2,052,101.00

Included in this item are such miscellaneous projects as the construction of creeper lanes, barriers, the closing of island openings and the intersection revisions which are necessary with the installation of traffic signals and minor drainage improvements, the cause of many complaints.

ROUTE 33 - GARDEN STATE PARKWAY TO ROUTE 35 - $850,000.00

The Garden State Parkway has caused an increase in traffic on Route 33. Also a general increase in traffic has been reflected on this Route.

To accommodate this increase the Highway Department contemplates providing four lanes instead of the existing two and confining its construction within the existing 66 foot right of way.

9

Monmouth County

MARCH 1955

ADVANCE RIGHT OF WAY - $1,500,000.00

The 1955-1956 Program was our first to contemplate the need for purchasing right of way before it is developed and before construction begins.

By so doing the State of New Jersey will benefit economically by the difference in costs before and after development of a property. In addition our contractors not being delayed by problems of right of way should be able to reflect a savings in their bid prices.

Admittedly $1,500,000.00 is a poor start in the advance purchase of right of way when it is compared with a 30 million dollar revolving fund in use by the State of California. It is, however, as much as we can afford to set aside for this purpose.

10

Essex County

MARCH 1955

JOINT FEDERAL PROJECT - $680,000.00

This actually consists of our Planning and Traffic organization, which must be maintained under the Congressional Act creating Federal Aid to Highway Departments.

Unless the allocated 1 1/2% of Federal Aid Funds is applied to this organization the remaining Federal Funds may not be utilized.

The work consists of maintaining traffic records, the road life studies, the preparation of road type county maps and various phases of research into traffic designs for incorporation in construction projects.

ROUTE U. S. 22 - CLINTON BYPASS - $3,750,000.00

This is the first project we anticipate including under the Federal Highway Act 1956.

It provides for a bypassing of the Town of Clinton in Hunterdon County and will be constructed as a Freeway, the legislation for which has been passed.

The project itself will conform to the new Interstate Standards and in deference to requests from the local area ramps at Leigh Street are being omitted for the present. Right of way for the ramp connections to Leigh Street will be purchased so that when traffic demands call for the construction of these ramps the right of way will be available.

The funds for this project will be obtained by a 90% contribution by the Federal Government with a 10% contribution by the State.

12

Hunterdon County

MARCH 1955

ROUTE 42 FREEWAY-ROUTE 130 TO INTERSTATE-ROUTE 60 - $850,000.00

Because the Camden Freeway is Interstate from Route 60 to the existing Camden-Philadelphia Bridge, completed construction plans for the paving of the route from Route U.S. 130 to Route 42 in Blackwood are now being broken into two contracts.

While this operation will delay advertising by making a separate project of the section from Route 130 to Route 60, we are able to obtain 90% participation.

12A

Camden County

MARCH 1955

VARIOUS ROUTES, ENGINEERING, RIGHT OF WAY AND CONSTRUCTION (90-10) - $20,587,091.00

This item is set up in this manner in order to keep the conditions surrounding the Interstate Routes in a flexible state.

This is necessary because of the speed with which funds must be committed and the delay in establishing our right to declare freeways and defining the alignments.

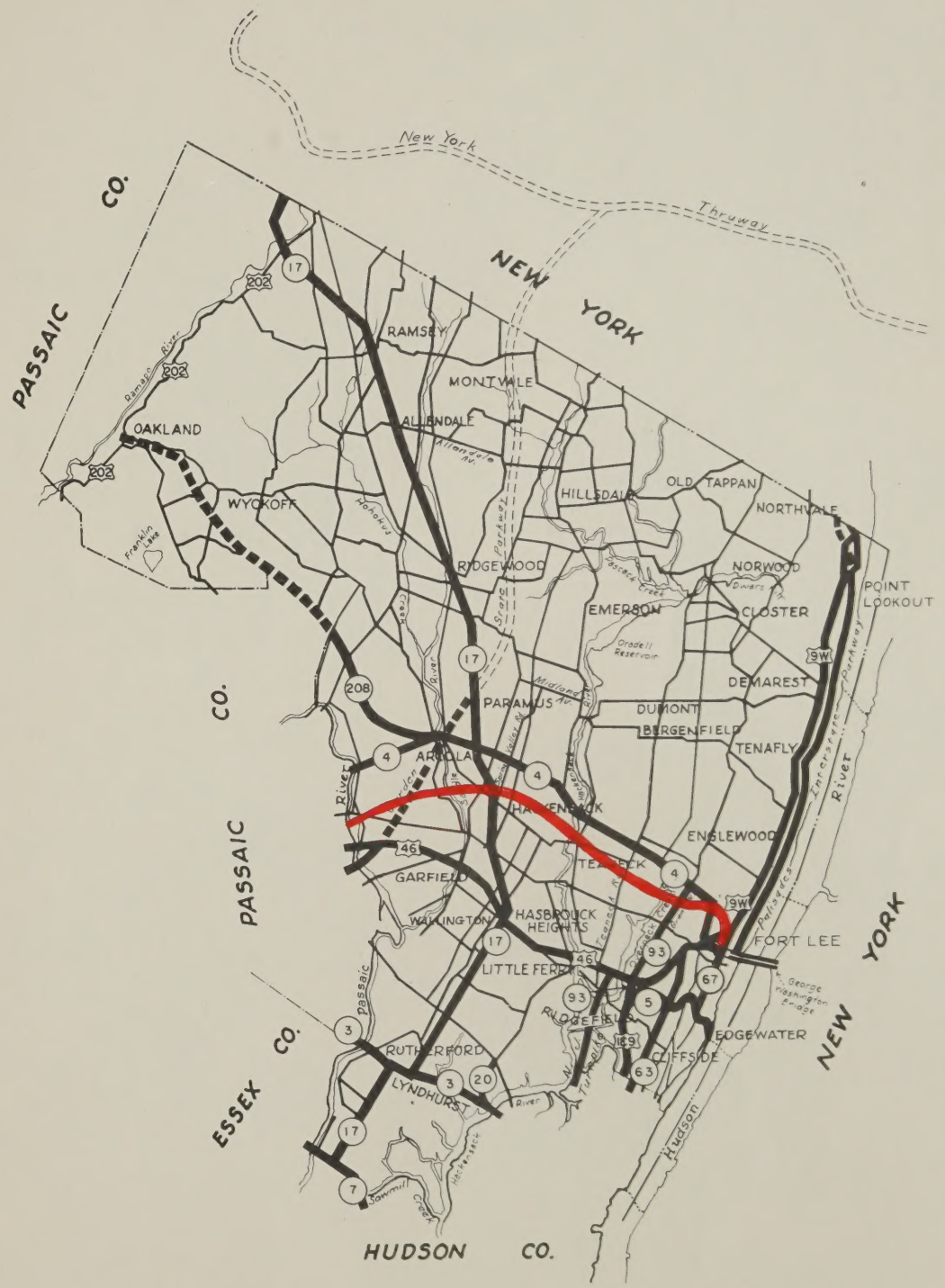
We are in a favorable position on a section of Route 46 from Denville to Netcong, and in the Camden area from the North-South Freeway to the White Horse Pike.

The listing in the program in the manner presented provides the Department with the opportunity of initiating whichever projects are completed first and will permit the award of engineering contracts on all of the Routes.

ROUTE U. S. 46 - FORT LEE TO PASSAIC RIVER - $11,286,065.00

This item provides for the full use of the 60% Federal Funds, using Port of New York Authority contribution as our 40% participation.

The work involved is the same as that in Item 13 but has been made a separate item because of the different participating values of Federal Funds.



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Bergen County

MARCH 1955

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